

## Guidance on Roll Over Protection for MSCC Techniques Speed Championship 2017

Ladies and Gents

This is a subject that has consumed many hours of discussion over recent months but as the 2017 season approaches, I thought I would update you on recent emails and discussions.

As a previous Liverpool Motor Club Aintree entrant, I recently received an email inviting me to their rounds in 2017. Included in the email was the following -

***Our scrutineers have advised of the following information from a MSA briefing to scrutineers.***

***1) Scrutineers have been told to ignore the additional height that is provided by any roll hoop extension. Crash helmet clearances should be measured to the original roll hoop, ignoring any extension. Scrutineers have been instructed to enforce this rigorously.***

***2) Given the additional ROPS scrutiny it is likely that scrutineers will be on the lookout for any drivers who appear to be sitting high in the car without adequate crash helmet clearance. Do check that your helmet does not exceed the line from front bulkhead to the top of the (original) roll hoop.***

***The above applies to all types of racing cars and clubmans cars.***

***2017 will see rigorous checks that racing car ROPS conform to either the Blue Book dimensions (diameters and material thickness) or that the ROPS design is certificated by the MSA. Many manufacturers are getting their designs tested and registered with the MSA. If in doubt consult your race car manufacturer or get in touch with your Comp Sec for advice and support.***

After reading this, I took the opportunity to speak to a member of the MSA Technical Team last week regarding clarification on Roll Hoop height and clearance to ensure we are all aware of the requirements as set out in the MSA Blue Book 2017.

The discussion left me somewhat surprised but here goes –

Referring to the Blue Book page 160

For cars up to 2000cc, Section 1.6.1.a applies

For cars over 2000cc, Section 1.6.1.c applies.

You will note that Section 1.6.1.a does not refer to any clearance dimensions for the roll hoop in relation to the drivers helmet!! (I would however, advise that you conform to the requirements of over 2000cc cars.)

However, if you are in a car over 2000cc, Section 1.6.1.c refers to K60 (i) and (ii) and K31.

To save you wading through the book, I have attached the diagrams.

You will note that K31 indicates that a clearance of 5cm from the top of the helmet to the lower edge of the rollbar, in the horizontal plane, is required. This contradicts 1.6.4 which refers to a similar requirement measured from the upper edge of the rollbar. I personally don't believe they will enforce this particular rule due to the lack of logic and the contradictory nature of the ruling.

The important one that will be checked is Diagram 60 and this is the rule that is referred to in the email from the Liverpool Motor Club.

In the case of a Morgan, the line is taken from the upper edge of the rollbar to the upper edge of the cowl. The MSA statement on this ruling is that the top of the drivers helmet can touch the line but it must not break it.

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I have heard talk of the requirement being that the drivers helmet must be below this line by 25mm but this was not quoted by the MSA.

Therefore please ensure that you comply with Diagram 60.

I believe the only issue that may be a point for discussion concerns the position of the "substantial structure". I understand that a letter was written to the MSCC many years ago on this matter and it was stated that the cowl was the position of the substantial structure.

Please keep in touch if you have any discussions with scrutineers on this matter so that we may circulate advice to all Speedmog competitors as required.

See you all soon.

Best Regards

Simon Baines, Championship Co-ordinator